

DRINK A GLASS OF REAL HOT WATER BEFORE BREAKFAST.

Says we will both look and feel clean, sweet and fresh and avoid illness.

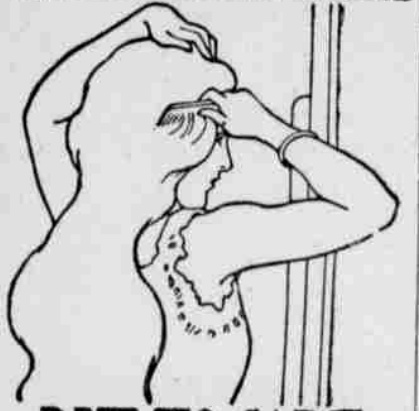
Sanitary science has of late made rapid strides, with results that are of untold blessing to humanity. The latest application of its untiring research is the recommendation that it is as necessary to attend to internal sanitation of the drainage system of the human body as it is to the drains of the house.

Those of us who are accustomed to feel dull and heavy when we arise, splitting headache, stuffy from cold, foul tongue, nasty breath, acid stomach, can, instead, feel as fresh as a daisy by opening the sluices of the system each morning and flushing out the whole of the internal poisonous, stagnant matter.

Everyone, whether ailing, sick or well, should, each morning before breakfast, drink a glass of real hot water with a teaspoonful of limestone phosphate in it, to wash from the stomach, liver and bowels the previous day's indigestible waste, sour bile and poisonous toxins; thus cleansing, sweetening and purifying the entire alimentary canal before putting more food into the stomach. The action of hot water and limestone phosphate on an empty stomach is wonderfully invigorating. It cleans out all the sour fermentations, gases, waste and acidity, and gives one a splendid appetite for breakfast. While you are enjoying your breakfast, the phosphate hot water is quietly extracting a large volume of water from the blood and getting ready for a thorough flushing of all the inside organs.

The millions of people who are bothered with constipation, bilious spells, stomach trouble, rheumatic stiffness; others who have hollow skins, blood disorders and sickly complexions, are urged to get a quarter pound of limestone phosphate from the drug store. This will cost very little, but is sufficient to make anyone a pronounced crank on the subject of internal sanitation.—Adv.

A WEALTH OF LUXURANT HAIR



DUE TO CARE AND CUTICURA

Shampoos with Cuticura Soap preceded by light touches of Cuticura Ointment do much to cleanse the scalp of dandruff, allay itching and irritation, arrest falling hair and promote a hair-growing condition.

Samples Free by Mail
Cuticura Soap and Ointment sold everywhere. Liberal sample of each mailed free with 22-c. box. Address post-card "Cuticura," Dept. 100, Boston.

NEUTRAL PEACE MOVEMENT WITH AMERICA LEFT OUT

Swedish Government Was Twice Turned Down By Wilson, Stockholm Dispatch Asserts.

London, March 8.—Reuter's Copenhagen correspondent sends the following: "A dispatch to the Politiken from Stockholm says it is stated in Swedish political circles that the Swedish government on two separate occasions applied to the United States to obtain President Wilson's co-operation for concerted mediation towards peace.

"President Wilson, who already at an early stage of the war had offered to reject the dispatch, declined to join the movement unless requested by the belligerents.

"It is stated that in Stockholm and other neutral capitals the question is being discussed of forming a mediation conference without the co-operation of the United States."

'Ark' Ark!
A grand opera entitled "Noah" is announced from the other side. More about it later, probably.—Boston Daily Advertiser.

SAGE TEA BEAUTIFIES AND DARKENS HAIR

Don't Stay Gray! It Darkens So Naturally That Nobody Can Tell

You can turn gray, faded hair beautifully dark and lustrous almost overnight if you'll get a 50-cent bottle of "Wyeth's Sage and Sulphur Compound" at any drug store. Millions of bottles of this old, famous sage tea recipe, improved by the addition of other ingredients, are sold annually, says a well-known druggist here, because it darkens the hair so naturally and evenly that no one can tell it has been applied.

Those whose hair is turning gray or becoming faded have a surprise awaiting them, because after one or two applications the gray hair vanishes and your locks become luxuriantly dark and beautiful.

This is the age of youth. Gray-haired, unattractive folks aren't wanted around, so get busy with Wyeth's Sage and Sulphur Compound to-night, and you'll be delighted with your dark, handsome hair and your youthful appearance within a few days.

This preparation is a toilet requisite and is not intended for the cure, mitigation or prevention of disease.—Adv.

ANTI-WILSON PLOT REVEALED

Charge That German Alliance Backs Gore, McLeMORE, ETC.

EXPOSE BY THE NEW YORK WORLD

Shows Teutons Are Force Behind the Congressional Resolutions

New York, March 8.—The World, in a copyrighted article, said, in part, yesterday:

Documentary evidence in the possession of The World shows that the driving force back of the Gore resolution and the McLeMORE resolutions is the National German-American alliance.

The clearing house of the alliance in its congressional campaign is conducted by Alphonse G. Koebbe at 80 Maiden lane, New York City.

The principal agent in dealing with Congress is T. L. Marsalis, a New York real estate operator, with offices at 60 Church street.

The congressional program of the National German-American alliance comprises three measures:

1. Refusing passports to Americans traveling on ships of the belligerents.
2. An embargo on contraband of war.
3. Prohibiting federal reserve banks from subscribing to foreign war loans.

This is the immediate work. Back of it is a comprehensive program for the control of the Republican national convention and the defeat of President Wilson in the interest of the German cause.

This plan is known to the inside circle of German leaders who are in charge of the work as the "Wisconsin idea," because it was formally endorsed by the Wisconsin Staats Verband des Deutsch-Amerikanischen Nationalbundes. The idea itself, however, originated with Dr. Hexamer.

Incidentally, it appears that the recent revival of the Champ Clark "boom" was due to a suggestion from Richard Bartholdt, former Republican congressman from St. Louis, who has long been one of the leading representatives of the German propaganda in the United States.

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Senator John W. Kern of Indiana, who "agrees unreservedly" with the Democratic floor leader of the Senate.

Senator James H. Lewis of Illinois, the Democratic whip.

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GIRLS! HAVE A MASS OF BEAUTIFUL HAIR, SOFT, GLOSSY, WAVY

25-Cent Bottle Destroys Dandruff and Doubles Beauty of Your Hair

Within ten minutes after an application of Danderine, you cannot find a single trace of dandruff or falling hair, and your scalp will not itch, but what will please you most will be after a few weeks' use, when you see new hair, fine and downy at first—yes, but really new hair—growing all over the scalp.

A little Danderine immediately doubles the beauty of your hair. No difference how dull, faded, brittle and scraggy, just moisten a cloth with Danderine and carefully draw it through your hair, taking one small strand at a time. The effect is amazing—your hair will be light, fluffy and wavy, and have an appearance of abundance; an incomparable luster, softness and luxuriance.

Get a 25-cent bottle of Knowlton's Danderine from any drug store or toilet counter, and prove that your hair is as pretty and soft as any—just that it has been neglected or injured by careless treatment—that's all—you surely can have beautiful hair and lots of it if you will just try a little Danderine.—Adv.

was in German and its first paragraph, translated, read:

"In view of the serious political position of all Americans of German blood, arising from the unjust and unscrupulous statements of President Woodrow Wilson, it is our boldest duty to revenge to the utmost our curtailed rights as citizens of this country."

Calls on All Germans.

Then followed an appeal for political organization, the important paragraphs following:

"We must at once assume this duty and through better organization and closer union show the 'nativists' what we can do. All mass meetings and protest meetings are useless if we are not in a position to show our strength at the ballot box. Not the United German Societies of New York, nor the German Societies of the State of New York, nor the National Bund are in a position to reach a good result, unless we arouse the interests of every single citizen and obtain their earnest co-operation. This means in the first place that every German-American fulfill his duties on election day. We must not forget that, as true Americans, we have a duty to perform."

"It is, therefore, strictly forbidden that the affiliated organizations allow the list of names and addresses of their members to be used in any systematic agitation by politicians to use the same in their election districts and for political use on election day."

The circular insisted emphatically that "secrecy is absolutely necessary for success." It was suggested that "not more than 20 men should be 'in the know' and that the money should be raised from 'the smallest possible number of contributors.'"

Out of this circular appeal came the inside organization which Koebbe is helping to handle in maintaining the pro-German lobby at Washington which will exert all its power to prevent the tabling of the McLeMORE resolution, or in default of that to try to bring the issue as Senator Gore did in the Senate last Friday.

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ALLIES RULE OUR EXPORTS

Dictate Commodities Leaving New York for Foreign Ports

SAY WHAT WE SHALL SHIP

C. J. Austin Witness on the Freight Glut Before the Commerce Commission

Washington, D. C., March 8.—Great Britain and France were described yesterday as virtual dictators as to what kind of commodities shall be exported through the port of New York, in a statement to the interstate commerce commission by J. C. Austin of the New York Produce exchange. Mr. Austin was the first witness yesterday at the informal conference between shippers and carriers on the problem of congested freight terminals at eastern seaports.

"It is well known," said Mr. Austin, "that the British government dictates what we shall ship and what we shall not ship. A ship loaded without permission of the British government is immediately requisitioned. The same condition applies now to French lines. The allies have their fingers on nearly everything afloat."

Mr. Martin declared that the dictatorial power of the two belligerent governments extended only to their own ships and not to those of Holland, Denmark and other neutral nations. Shippers' contracts, he added, were conditional on requisitioning of boats by belligerent governments.

"is a situation you cannot control and there is no argument about it," Mr. Austin said. He believed the present congested condition would be best corrected by a sweeping embargo on traffic in New York, but opposed "any additional burden in the form of elevator charges or storage charges."

About 500,000 barrels of flour are now on hand at New York and about 60 per cent of it is for export, Mr. Austin said. Flour for New York was strung along from Minneapolis to New York in trainloads and carloads and in other ways, he asserted.

Herbert Sheridan of the Baltimore chamber of commerce said the situation in eastern seaports should be the subject of a "wrecking crew" composed of active railroad men and shippers. Such a committee, he thought, could clean up the situation in 60 days.

James L. King of the Philadelphia Commercial exchange objected to increasing storage and demurrage charges at railroad terminals there.

A representative of the Nebraska state railroad commission testified that grain producers in that state were facing a serious car shortage situation.

J. S. Brown of the Chicago board of trade closed the forenoon session with an argument opposing imposition of further embargoes or any increase in storage charges, in which he suggested that conditions are more the fault of railroads than shippers or consignees. He had been told, he said, that in embargoes the railroads had not played fair between individual shippers.

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BIG REFERENDUM BY RAILROAD MEN

To Determine Whether Their Officials Shall Enter Into Negotiations with Roads' Representatives Looking to a Settlement.

Chicago, March 8.—The railroads and the employees do not agree as to the meaning of the referendum vote taken by members of the four great brotherhoods on all the railroads of the United States representing close to 400,000 employees on 328 lines. These organizations are the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Engineers, and the Brotherhood of Railroad Trainmen, and the Order of Railway Conductors. The referendum instructs the officials of the brotherhoods to enter into negotiations with the roads' representatives, provided the result of the vote is favorable.

The brotherhoods announce that the question is that of the eight-hour day and time and a half for overtime, similar to conditions which prevail in many other lines of industry.

The railroads say that the issue does not mean the coming of an eight-hour working day, as contended by the employees, but rather an increase of 25 per cent over present wages for the same amount of work, and an increase in many cases of 87½ per cent for overtime as compared with present rates. The demands pertain only to freight and not to passenger service.

The propositions on which the men voted were divided under four articles. The first pertained to road service and provided that 100 miles or less, or eight hours or less shall constitute a day, with overtime beginning at the expiration of eight hours on runs of less than 100 miles, and as soon as 100 miles have been run on longer trips, overtime to be computed at one and one-half times the pro rata rate, no one to receive less than they now receive for a minimum day.

The second article referred to yard and switching service, the minimum for eight hours a day to be not less than now paid for 10 hours a day, all over eight hours in any 24 hours to be paid for at time and a half rates. Article 3 provided that eight hours or less at the present pay for 10 hours will constitute a day for "hostlers," the men who prepare locomotives for runs and care for them at terminals. The final article guaranteed the employees the right to retain any rates of pay or schedules in effect Jan. 1, 1916, which are preferable to the new schedule.

The railroads prepared a statement of their view of the situation in which they said:

"To allow the increase would add \$100,000,000 a year to the operating expenses of all the roads of the United States for the benefit of men whose average pay per day was increased from 30 to 42 per cent from 1903 to 1914, while the wages of the western engineers were further increased in 1915."

The roads further contended that the men made no allowance for the difference between railroad and industrial service. They pointed out that the railroad engineer or trainman is guaranteed payment for a full day no matter how few hours he works, to receive pay for more than a full day if he works more than either the established miles or hours. In most lines of industry, the railroads hold, the employee does not receive a day's pay for less than a day's work and ordinarily he cannot earn more than the regular number of hours. Further the roads contended that terminals are located generally so the distance between them can be made in approximately 10 hours, and that therefore the running time can't be reduced, to conform to the demands without reducing the tonnage of trains and thereby depriving the roads of efficiency in operation, or by building new terminals at enormous expense. It also was claimed that there have arisen no new conditions demanding larger rates of pay since the present rates were fixed by arbitration under federal laws.

The unions formally denied the arguments of the roads and in explaining the reasons and motives for their demand said:

"The eight-hour day movement is based wholly upon the justice of a workday of reasonable hours that will permit the men further to separate the dead line between work and wages. The railroads say in effect that men who have put in a few years of railroad service have worked themselves out and will not be accepted if they lose their positions. If men are worked out in a few years under present service conditions, the demand to extend their wage earning years is fully justified."

"Overtime inroad service is due almost wholly to the practice of railroads overloading trains so that they cannot make their mileage within their time limits. The railroads are doing this for profit; they do not deny it, and if they propose to demand extra service at the sacrifice of the health and future earning ability of the men they should pay extra for it. The payment of overtime applies with particular force to yards where the companies can regulate their work so that no overtime need be made."

EAST BARRE.

As I have again taken over my lively stable business I wish to announce that the price of hitching will be 10c. I also carry a large stock of second-hand harnesses and sleighs for sale. Still ready to do business in horses. Your patronage earnestly solicited. W. E. Bixby.

Representative Sherwood Votes with President Wilson, But Opposes Him.

Washington, March 8.—The extent to which American politics have been disrupted by international controversies was shown yesterday by the announcement of Representative Isaac R. Sherwood, Democrat, of Ohio, that like Representative Page of North Carolina he will withdraw from politics on account of his inability to agree with President Wilson.

Sherwood, whose home is in Toledo, is an anti-preparedness leader. He announced yesterday he would vote with the president in the present crisis, but that his vote would be followed by a letter to his constituents announcing his withdrawal from the race for re-election.

"I stand by the president now," he said, "but I cannot seek re-election on a platform that